

ABSTRACT OF THE DISCLOSURE

A bumper beam for automobiles is composed in cross section of a top wall, a bottom wall opposed to the top wall, a pair of lateral walls connecting the top and bottom walls at opposite ends, one of the lateral walls being a collision side lateral wall and the other a vehicle-mounted side lateral wall, and a connection rib provided intermediate between the top and bottom walls and connecting the lateral walls. The collision side lateral wall is thicker than the vehicle-mounted side lateral wall, and both corners at opposite ends of the collision side lateral wall are curved with a radius of curvature R of $0.1 - 0.3$ of the length of the collision side lateral wall and both corners at opposite ends of the vehicle-mounted side lateral wall are curved with a radius of curvature of $0.6 - 2.0$ of the thickness of the vehicle-mounted side lateral wall. Alternatively, radius of curvature R may be $0.2 - 0.6$ of the length of the bottom wall. Thicknesses of the top wall, the connection rib, and the bottom wall may become gradually greater or smaller in this order. The maximum load generated at the moment of collision is made as low as possible.